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the Wolkswirtscha	ftsplaene <b>=</b> (e	economic plans) for all r	nationalized	
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	The traffic department at the main administration level also controls the <u>Bezirk</u> Directorates of Traffic, the so-called "Autotransportgemeinschaften (cooperative hauling agencies)(ATG), the VEB Deutscher Kraftverkehr in Berlin (and the VEB Autoreparaturverk Berlin.	
are openote	About 35 percent of sutomotive hauling enterprises in the CDR have been nationalized. In order to tighten state control of private carriers, it was decreed that they had to join the so-called Autotransportgemeincohaft (ATG). The central headquarters of the first has been established by the Main Administration for Motor Traffic private carriors. Usually, ATGs a pped with of motor vehicles because they cannot tuy new equipment, newly nanufactured in the 3DR are evailable only to national enterprises, and these deliveries must be authorized by the involved. Economic experts believe that approximatel entire automotive traffic system in the GDR will three or four years. The same applies to the me maintenance system. The equipment of nationalize modernized considerably during medent years. New from the USSR, Hungary and Czechoslovakia. Much also been manufactured in the GDR. The situation in the field of motor vehicles spare parts is, however, still unsatisfactory.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
sold to region	The planned conversion of 3- and 6-ton tracks has made very slow progress because only one a position to Chara-actisfactory truck bod This enterprise, I will be with the position of the position of the contraction and is the plan. At a mibition in this case in the position of the posit	the material
7.	In the field of freight traffic, truck space whiled to the namimum extent possible. Dispatch stations have been will make the soft transloading. Empty trucks have to report at these stations is procedure eliminates runs without payload. Carriors would open more profitably if the shortage of veptherest arts did not unduly extend the time periods required for the repair of damaged vehicles. In of the buses are employed for commuter traffic and line traffic. Later runs have been stopped for commuter traffic and line traffic. I attack the poor condition of GDR velocities and traffic and line traffic and line traffic. I attack the constant of the poor condition of GDR velocities which has the constant of the rates charged to the CDR.	
£.	In 1953  Lost of the ecause their engines are unreliable and the engines are ent amount operation. West German are generally considered the fe also the Czech Shodz buses and the entire the entire the fe also the Czech Shodz buses are at another considered to be the best engine produced in the GDR to sengine is also widely used by the KVP. A difficult possible to the shortege of mylacoment parts.	
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9*	The normal wear and tear of vehicles-is acquerated by inadequate	
<b>&gt;</b>	maintenance work and a shortage of garage itates the parking of vehicles in the open.	
	of garages and leaves the tries of the control of garages and leaves the tries of the control of	
	weather, the	
	better in this	5
*	sites operated	
	at Strausbeng,	
	the greatest vortice for the administration of motor traffic in the GDR is the shortage of motor vehicle repair facilities. The long time	
fg.	periods required for repair work have been noted reduced since	
<b>3</b>	1952 in spite of the allocation of	
	of modern machine tools and the construction of repair shaps. In 1953, the planned construction of five-large motor vehicle repair centers,	
	each estimated to cost 6.5 million DNM, had to be cancelled. The repair	
	of vehicles is delayed because foreign-owned vehicles capy priority at	amb - 1
	motor vehicle repair shops. Moreover, replacement parts which must be imp from foreign countries must be requested through nationalized enterprises	
	via DLA from the State Planning Commission. Each traffic enterprise is	
	therefore intent on establishing a repair shop of its own. It drequently happens that vehicles which could be repaired are cannibalized in order	•
	to obtain urgently required replacement parts.	•
10.	In 1955, it was requested that a sum of approximately 25 million DNG be made available for replacement parts and the procurement of tools. The	
	State Planning Commission allocated, however, only 6.5 million DIM, point	ing
	out that a maximum possible amount of replacement parts should be manufac	tured
	at motor vehicle repair shops. Coneral overheal for two to eight months. A general overheal for a	
	model H 3 or H 6 Morch vehicle costs from 8,000 to 12 000 Date. On account	
	of those high costs for repair work the State Pla	•
	increase the budget available for repair work in the annual amortization fixed for the enterprise	or
	vehicle repair shops were considerably enlarged,	
/	Machinery was not modernized accordingly, however, continued to be tight, expecially because many of the vehicles in use an	on
-	overage.	
11.	To make as all the substitute as the GOD and the God to the transfer to the tr	
erika da <b>⊕</b>	In spite of all these shortcomings of the CDR road, traffic aystem, the profitableness of road, freight and passings traffic is relatively high	or-
i da	in the CDR than in West Germany. This is ally due to a better and men	, 🕴
ν.	centralized organization which eliminates empty runs and makes possible the employment of trucks in three shifts. Moreover, the load capacity of buses	
	trucks is more ruthlessly exploited. Another point which has a bearing is	
	the absence of competition between road traffic and the railroad system. The average monthly pay of a driver is 800 to 1,000 D.R. In the event the	<u>.</u>
	he overfulfills his work norm, he is paid a special bonus at the end of the	
1725	quarter of a year.	
e	Comment. Most of the personnel of the Main Administration for Motor	. 25
- 	Traffic and Roads mentioned in the present report were known previously.	0.5
Į	The Annex to referenced report is to be corrected and supplemented accordingly. The data on the present	25
	status of the Hast Cerman road traffic system agrees with previous	
·. [	information.	25 <b>X</b> 1
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Motor Pool	Chief Dispatcher Kurt Ramsch,	25X1
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The traffic department at the main administration level also controls the <u>Bezirk</u> Directorates of Traffic, the so-called "Autotransportgemeinschaften" (cooperative hauling agencies) (ATG), the VEB Deutscher Kraftverkehr in Berlin (DKV and the VEB Autoreparaturwerk Berlin.

- 5. About 35 percent of automotive hauling enterprises in the CDR have been nationalized. In order to tighten state control of private carriers, it was decreed that they had to join the so-called Autotransportgemeinschaft (ATG). The central headquarters of the ATGs has been established by the Main Administration for Motor Traffic and is authorized to give orders to private carriers. Usually, ATGs are equipped with obsclete of motor vehicles because they cannot buy new equipment. Motor vehicles newly manufactured in the GDR are available only to nationalized transport enterprises, and these deliveries must be authorized by the ministries involved. Economic experts believe that approximately 90 percent of the entire automotive traffic system in the GDR will be nationalized within three or four years. The same applies to the motor vehicle repair and maintenance system. The equipment of nationalized transport enterprises has been modernized considerably during recent years. Wev motor vehicles were imported from the USSR, Hungary and Czechoslovakia. Much of the new equipment has also been manufactured in the GDR. The situation in the field of motor vehicles spare parts is, however, still unsatisfactory.
- 6. The planned conversion of 3- and 6-ton trucks and trailers to dump trucks has made very slow progress because only one East German private firm is in a position to deliver satisfactory truck bodies for dump cars. This enterprise, the Walter Hunger firm at Frankenberg, exports most of its output to foreign countries and is therefore specially sponsored by DIA. At the exhibition in Cairo the firm of Walter Hunger sold its entire 1954 output. For this reason only a few dump trucks are available for the demostic market. Thus, for instance, the VEB DEV in Berlin, the largest enterprise of its kind, received only 20 dump trucks and trailers in 1954. Efforts have been initiated, however, to increase the capacity of the firm of Hunger at Frankenberg.
- 7. In the field of freight traffic, truck space is utilized to the maximum extent possible. Dispatch stations have been set up at all major points of transloading. Empty trucks have to report at these stations; this procedure eliminates runs without payload. Carriers would operate much more profitably if the shortage of replacement parts did not unduly extend the time periods required for the repair of damaged vehicles. Most of the buses are employed for commuter traffic and line traffic. Interzonal runs have been stopped because of the poor condition of GDR vehicles. Licenses for such trips are given to West German and West Berlin firms which have to pay a certain percentage of the rates charged to the GDR.
- 8. In 1953/1954, 600 Ikarus buses were imported from Hungary. Most of the drivers do not like these buses because their engines are unreliable and frequent repairs prevent smooth operations. West German Bussing and Mercedes trucks are generally considered the most reliable . Highly appreciated are also the Czech Skoda buses and the Horch buses manufactured by the VEB Railroad Car Factory at Ammendorf. The latter buses have the designation H 6 B. The Horch engine is generally considered to be the best engine produced in the CDR since the war. This engine is also widely used by the KVP. A difficult point still is the shortage of explacement parts.

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- The normal wear and tear of wehicles is accelerated by inadequate maintenance work and a shortage of garages which necessitates the parking of vehicles in the open. Funds for the construction of garages and lean-to roofs have not been made available. In rainy weather, the surface of many parking lots that vehicles must be pulled out by tractors. The situation is much better in this respect in parking lots adjacent to major construction sites operated by the Soviets or by the Ministry or the interior such as at Strausberg, Torgelov, Weisswasse, Werder, Dresden and Prora. One of the greatest worries for the administration of motor traffic in the GDR is the shortage of motor vehicle repair facilities. The long time periods required for repair work have not been notably reduced since 1952 in spite of the allocation of funds for the procurement of modern machine tools and the construction of repair shops. In 1953, the planned construction of five large motor vehicle repair centers, each estimated to cost 6.5 million DME, had to be cancelled. The repair of vehicles is delayed because foreign-owned vehicles emby priority at motor vehicle repair shops. Moreover, replacement parts which must be imported from foreign countries must be requested through nationalized enterprises via DIA from the State Planning Commission. Each traffic enterprise is therefore intent on establishing a repair shop of its own. It frequently happens that vehicles which could be repaired are cannibalized in order to obtain urgently required replacement parts.
- 10. In 1955, it was requested that a sum of approximately 25 million DME be made available for replacement parts and the procurement of tools. The State Planning Commission allocated, however, only 6.5 million DME, pointing out that a maximum possible amount of replacement parts should be manufactured at motor vehicle repair shops.

  Ceneral overhauls last from two to eight months. A general overhaul for a model M 3 or E 6 Horch vehicle costs from 8,000 to 12,000 DME. On account of these high costs for repair work the State Planning Commission had to increase the budget available for repair work in 1955 to 70 percent of the annual amortization fixed for the enterprise involved. Almost all motor vehicle repair shops were considerably enlarged,

  Machinery was not modernized accordingly, however, and the repair situation continued to be tight, expecially because many of the vehicles in use are overage.
- In spite of all these shortcomings of the GDR road traffic system, the profitableness of road, freight and passenger traffic is relatively higher in the GDR than in West Germany. This is mainly due to a better and more centralized organization which eliminates empty runs and makes possible the employment of trucks in three shifts. Moreover, the load capacity of buses and trucks is more ruthlessly exploited. Another point which has a bearing is the absence of competition between road traffic and the railroad system. The average monthly pay of a driver is 800 to 1,000 DME. In the event that he overfulfills his work norm, he is paid a special bonus at the end of the quarter of a year.

quarter of a year.  Comment. Most of the personnel of the Main Administration for Motor	25X
Traffic and Roads mentioned in the present report were known previously.	
The data on the present status of the East Gorman road traffic system agrees with previous	
information.	25X
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